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INFORMATION REPORT

CD NO. 25X1A 231

COUNTRY Austria/Germany (Soviet Zone)

DATE DISTR. 21 OCT 49

SUBJECT USIA Offering Merchandise from Soviet Zone  
of Germany on Austrian Market

NO. OF PAGES 1

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DATE OF INFO 25X1A

SUPPLEMENT TO  
REPORT NO. 25X1X

1. According to Engr. URBAN, who claims to be the Vienna representative of a Linz firm, Kiralyi & Haselgruber, this firm is trying on behalf of USIA to sell 5,000 tons of lead and 17,000 tons of reinforcing steel, now stored in Eastern Germany.\* USIA's price for the lead is \$305 or 80 pounds sterling per ton, and for the steel \$80 or 1,800 Austrian schilling per ton F.O.B. a North German port, probably Stettin. Source believes this material is purchased by the Soviets in Western Germany and imported into the Soviet Zone of Germany ostensibly for use in East German industries, but actually for export abroad at prices lower than those sanctioned by JEDIA for West German exports.
2. URBAN is also offering large quantities of electrolytic copper and seamless piping now available in Western Germany, which he apparently proposes to import into Austria via the Soviet Zone of Germany.

25X1A \* [REDACTED] Comment: The exact identity of this firm cannot be determined in the Handels- or Industrie Compass for 1949, however, an untested source reports that one Johann HASELGRUBER, owner of an export-import firm is said to maintain offices in Linz at Donaufassce 10.

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## INFORMATION REPORT

CD NO.

25X1A

COUNTRY Austria/USSR

DATE DISTR. 15 NOV 49

SUBJECT Juschmeschtschans Transport- und Speditionshunter  
Shipments from 15 July - 25 August 1949

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(LISTED BELOW) 25X1A

DATE OF IN

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SUPPLEMENT TO  
REPORT NO.

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This report, which is a confirmation of [redacted] lists shipments of the Soviet-controlled Vienna transport firm, Juschmeschtschans, during the period from 15 July through 25 August 1949. As indicated in previous reports of this section, because of circumstances beyond his control source's coverage of Juschmeschtschans shipments is not complete. Usually the volume of shipments handled by Juschmeschtschans during the first part of each month is relatively small, but during the first week of August 1949, source noted a marked increase in the number of shipments.

1. Ten additional employees have been hired specifically to expedite shipments to the Soviet Union. The total number of persons now employed by Juschmeschtschans, not including administrative personnel, is 35 shipping clerks (Expedienten), 23 shipping expeditors (Transport Begleiter) and 16 secretaries. Expeditors are responsible for delivering bills of lading to USIA firms and checking all shipments received by Juschmeschtschans for shipment. Juschmeschtschans' directors require that all shipments be handled in a prompt and expeditious manner. Some time during the latter part of July 1949, one MISHIN arrived from the Soviet Union to replace the Soviet Director of Juschmeschtschans, FOFOR, who has for some time been scheduled to return to the Soviet Union. MISHIN, who is about 30 years old and allegedly speaks German well, has taken over a private office and is rarely seen by Juschmeschtschans employees.
2. Juschmeschtschans' efforts to acquire more business, particularly non-Soviet shipments sent by USIA firms as well as transport business of non-USIA firms, have been fairly successful. Recently, Juschmeschtschans handled shipments to Germany for firms like Blockmann and Alpis-Monten-gesellschaft and to Hungary for the Export-Import firm, Ererich Eisler, Vienna 1, Operngasse 4. All of these shipments had Austrian export permits. On or about 5 August 1949, Juschmeschtschans trucks transported 12 tons of unfinished sheet iron, from storage at Ramwerk G.m.b.H. near house to the Tatra Works, Poprad, Czechoslovakia. The dimensions of this sheet iron are about 4.5 x 1.75 meters and 5 meters thick. It is to be

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processed in Czechoslovakia and returned to Austria. According to Remont employees, this sheet iron is relatively new and at least a part of it was manufactured by the Linz Iron and Steel Works. In addition to these shipments, the Communist-controlled transport firm, Transport-Express, Vienna IV, Wohllebengasse 18, is apparently doing a large volume of business and has recently turned over some of its business to Juschmeschtrans. This firm has taken over a large warehouse at the Nord-West Bahnhof, Vienna.

3. Since 1946, Kontinentale Eisenhandels-gesellschaft, Korn & Co., G.m.b.H., Vienna I, Nentorgasse 17, a non-USIA firm 67 percent of which is owned by Czechoslovak interests, has been the official purchasing agency for the Czechoslovak Ore Directorate at Vitkovice, Tabor, and Bohumin. This firm was originally owned by Rothschild interests, but controlling shares were purchased by Czechoslovak interests some time before 1938. Kontinentale purchases scrap iron for the Vitkovice Iron Works solely from USIA through Eisen- und Stahl A.G. and Wiener Maschinen- und Metallbau-Gesellschaft. All transactions are handled by Soviet Director KILIZIK of Eisen- und Stahl A.G., and payment to USIA is made in dollars. To date, Kontinentale has purchased and shipped 150,000 tons of scrap iron. This total includes shipments made by Kontinentale during 1946, as well as all shipments which Juschmeschtrans has handled since 1947.

#### 4. Export Shipments Handled by Juschmeschtrans

##### a. Shipments to the USSR

##### Via RDSG from the USSR

- 1,000 tons of wine wash glass from Erste Osterreichische Maschinlenindustrie, Braun an Gubirgo.
- 1,000,000 school note books, weighing 24 tons, from Groellitzer-Obermaehl Fabrik, Neufeldon.
- 400 tons of newsprint from Groellitzer-Obermaehl Fabrik, Neufeldon.
- 500 tons of granite paving blocks from St. Georgen a/d Gusen.
- 35 rolls of ground cable, weighing 104 tons, from Wiener Kabel- und Metallwerke A.G., Vienna XII.
- 14 rolls of ground cable, weighing 41 tons, from Wiener Kabel- und Metallwerke A.G.
- 65 rolls of an unspecified type of cable, weighing 8.5 tons; insured for 100,000 schillings, from Wiener Kabel- und Metallwerke A.G.
- 50 tons of steel cable from St. Egydyur Eisen- und Stahlindustriesgesellschaft.
- 10 rolls of ground cable, weighing 24 tons and containing 4.8 kilometers of cable, from Austria Draht- und Kabelwerke A.G., Vienna.
- 125 electric motors, total net weight 13.5 tons, from Siemens-Schuckert, Siemensstrasse.
- 12 electric motors, each weighing 600 kilograms, from Siemens-Schuckert, Siemensstrasse.
- 18 control panels for electric motors shipped from AEG-Union, from Siemens-Schuckert, Siemensstrasse.
- 20 generators, total net weight 16.1 tons, from Siemens-Schuckert, Siemensstrasse.
- 20 transformers, each weighing 620 kilograms, from Siemens-Schuckert, Siemensstrasse.

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- 12 electric motors, each weighing 200 kilograms, from AEG-Union, Vienna XII.
- 43 electric motors, each weighing 300 kilograms, from AEG-Union, Vienna XII. Control panels shipped from Siemens-Schuckert, listed above, are for these motors.
- 15 transformers, each weighing 500 kilograms, from AEG-Union, Vienna XII.
- 15,000 pitchforks, from Wilka's Art Company, Wepfing, Lower Austria.
- 12 tons of circular saws from Peter Glanzler, Tebnitz Markt, Lower Austria.
- 10 tons of paints and lacquers from Vinzenz Wagner, Vienna XII.
- 15 tons of enamel paint from Worschhangor Lack- und Farbenfabriken G.m.b.H., Houlungbach, Lower Austria.
- 20 tons of enamel paint from Harbig Maschinen A.G., Voessendorf.
- 15 tons of enamel paint from Reichenfeld, Fluegger u. Boeckling, Vienna.
- 1.1 tons of typewriter ribbons from Guenther Wagner, Vienna X.

By rail via Munkacs

- 60 carloads of window glass, weighing 800 tons, from Erste Oesterreichische Maschinglasindustrie, Brunn am Gebirge.
- 30 tons of marble glass from Erste Oesterreichische Maschinglasindustrie, Brunn am Gebirge.
- 730,000 electric light bulbs from Osram G.m.b.H. According to source, Osram manufactures about 20,000 electric light bulbs per day; he believes he may have failed to report on one shipment of 100,000 bulbs.
- 10 rolls of ground cable, weighing 20 tons and containing 5 kilometers of cable, from Ariadne Draht- und Kabelwerke A.G.
- 22 rolls of ground cable, weighing 60 tons, from Wiener Kabel- und Metallwerke A.G., Vienna XII.
- 10 match-tipping machines, each weighing 6.8 tons, from J.M. Voith, St. Pölten.
- 2 hydro-electric turbines, each weighing 20 tons, from J.M. Voith, St. Pölten.
- 2 spinning machines, each weighing 21 tons, from J.M. Voith, St. Pölten.
- 24 winches, each weighing 3 tons, from Waagner-Biro A.G.
- 3 concrete mixers, each weighing approximately 10 tons, from Bahnbedarf A.G., where these mixers had been repaired.
- 31 tons of steel cable from St. Egydyer Eisen- und Stahlindustriegesellschaft, St. Egydy am Neumarkt.
- 28 tons of steel filer from St. Egydyer Eisen- und Stahlindustriegesellschaft.
- 15 tons of circular saws from Huotter & Co., Hieselburg a/d Erlauf.
- 42 tons of fittings from Stahl- und Zerguss, Traisen.

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70 tons of baking soda from Olger Company, Atzgersdorf.\*  
 20 tons of laundry soap from Bruhn & Schweitzer, Vienna.  
 90 tons of rayon thread from Glanzstofffabrik, St. Poelten.

b. Shipments to Eastern Germany

Source was not in a position to see all shipments to Eastern Germany during the latter part of July 1949. The following shipments were addressed to Eisenbahn-Direktion, Dresden, marked "attention Maj. VASILIEV, Chemnitz-Hilbersdorf".

2,000 tons of unfinished sheet iron (Grobblech) from USIA Lager Nord, Vienna. Source noted on bills of lading that the greater part of 1,000 tons of this shipment had been manufactured by the Linz Iron and Steel Works in the U.S. Zone of Austria and shipped directly to USIA Lager Nord; no intermediary was mentioned.

600 tons of narrow-gauge tracking from USIA warehouse at Enzesfeld.

5 tons of cable mass from Wiener Kabel- und Metallwerke A.G., Vienna XXI.

105 tons of steel pipe with fittings, manufactured by St. Egydyer Eisen- und Stahlindustrie-Gesellschaft, from USIA Lager Nord.

180 tipple cars from Bahnbedarf A.G.

40 carloads of new prefabricated wooden barracks from Holzbauwerk Franz Hawlicek, Voessendorf.

The following shipments were sent to other destinations in Eastern Germany:

100 tons of summer axle oil from the Voessendorf Refinery to Zentral Viehmarkt railroad station, Berlin.

350 tons of electrodes from "Elin" A.G. to Derutra Berlin, for an unnamed factory in the Soviet Zone of Germany.

25 tons of graphite from the Muehlberg Graphite Works near Spitz a/d Donau to Thale-Bodesthale railroad station in the vicinity of the Harz Mountains.

7.5 tons of steam shovel scoops (Greifer) from Leobersdorfer Maschinenfabrik A.G., to Eisenbahn-Direktion, Erfurt, to be unloaded at the Bleicherode railroad station. Source believes this address is one of four known Soviet railroad depots in the uranium mining area.

c. Shipments to Hungary

Shipments of pit props and lumber to Hungarian coal mining areas from various USIA lumber yards average from 300 to 400 carloads per month. During the latter part of July 1949, these shipments averaged about the same as previous months. In the first two weeks of August 1949, 80 carloads of pit props from USIA estates at Loosdorf and Schallaburg, Lower Austria, were shipped to the "Felscegalla" mining area, and 37 tons of steam shovel parts from Bahnbedarf A.G., to Mased, Budapest.

d. Shipments to Poland

During the period from 12 to 25 August 1949, 200 tons of raw copper plates were shipped from the USIA warehouse at Enzesfeld to the Polish national transport company in Warsaw. Final destination of this shipment was not indicated on bills of lading.

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5. Import Shipments Handled by Jusehmeschtrana.a. Shipments from the USSR.

95 tons of seamless piping from Chropilk to SMV Central Warehouse, Nussiedl.

80 tons of seamless piping six inches in diameter, shipped in 30 foot lengths, from the Sartana and Kilenet pipe factories, to the SMV.

48 tons of sheet iron from Saprudovka, to USIA warehouse at Enzesfeld.

65 tons of sheet iron, a total of 824 sheets, from Saprudovka to Enzesfeld.

50 tons of sheet iron from Vorschinsk Iron Works, Vorschinsk, to the Hornauberg shipyard.

70 tons of sheet iron from an unknown origin to Enzesfeld.

Source points out that these sheet iron shipments are the first imports of this type handled by Jusehmeschtrana; he does not know, however, whether the sheet iron is to be re-exported, sold in Austria, or used by USIA firms.

b. Shipments from Eastern Germany

4,690 kilograms of photographic film and plates from Wolfen, near Bitterfeld, to A/O Kraska (USIA's Chemical Administration) warehouse, Vienna.

12 tons of oxalic acid from Bitterfeld, shipped by "Werkspedition Nord" to A/O Kraska.

10 carloads of quartz sand from the nationalized Ostglas plant, Hohenbocka, Lausitz, to Stahl- und Temperguss, Traisen, for use in hardening steam shovel parts.

2 carloads of nitro-cellulose from Eilenburg, Eastern Germany, to an unknown destination in Austria. Shipment was moist to prevent explosion.\*

Adding machines, calculating machines, comptometers, valued at a total of 78,000 DM, shipped as compensation for steel shipped from Schoeller Blochmann-Stahlwerke A.G., Austria, to the Astra Works in Chemnitz. This shipment was cleared through Austrian Customs.

c. Shipments from Czechoslovakia

40 carloads of quartz sand from an unknown origin to Erste Oesterreichische Maschinenglasindustrie, Braun am Gebirge. Heretofore, all quartz sand has been imported from Hohenbocka, Germany. According to an account in the Arbeiter Zeitung of 24 August 1949, the Brunner Glasfabrik manufactures a total of 2,000,000 square meters of window glass per annum. Source estimates that the amount of quartz sand currently handled by Jusehmeschtrana may represent almost the entire output of this firm.\*\*

d. Shipments from Hungary

50 tons of molasses from Gacsk, Hungary to the Lbru alcohol factory at Angern, near Vienna.\*\*\*

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6. Transit and Other Shipments Handled by Juschmeschtrans

Shipments of paints and rayon thread from Switzerland to the USSR continue at a rate of about one carload per day. Source noted, with particular interest, one shipment of tin-coated phosphor-bromine wire mesh and pure aluminum and nickel iron parts for "Tektoretos".

5.4 tons of anilin dyes from Linens, Buchs, Switzerland, to Stalino Import, Moscow.

13 tons of filters for paints and dyes (Schleiffilter) from Deggas, Buchs, Switzerland, to Stalino Import, Moscow.

63 tons of ball bearings from Fiat, Turin, Italy, to Minskovo, USSR.

2 carloads of magnesite from Hungary, to the German Gochorill Company, Sinsg, Belgium.

4 carloads of magnesite from Hungary to the Waldorich Co., Ruhrort, near Düsseldorf, Germany.  
120 tons of railroad track in 15 meter lengths, from quarries at St. Georgen a/d Gusen to Raxwerk G.m.b.H. warehouses for storage and eventual sale."

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Comment: Note paragraph 4b, regarding shipments of unfinished sheet iron from USIA Lager Nord, Vienna, to Chemnitz-Milberdorf, Eastern Germany, a part of which was also manufactured at the Lira Iron and Steel Works.

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Comment: For a previous report on Transport-Express, [redacted]

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Comment: This report regarding scrap shipments to Czechoslovakia should be read in conjunction with [redacted], in which an account is given of the recent directive issued by Wiener Eisen- und Metall Verwertungsgesellschaft regarding the specifications of types of scrap to be shipped to Czechoslovakia.

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Comment: This figure includes 53,000 tons of scrap shipped by Juschmeschtrans as of 1 July 1949. [redacted]

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Comment: The Uigor firm in Atagorsdorf may be identical with "Olpes" Chemikalien G.m.b.H., Vienna.

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Comment: This shipment of nitro-cellulose has been confirmed by an independent source, who reports that seven freight cars containing 29,985 kilograms of nitro-cellulose were shipped 11 June 1949, from Chemische Werke Buna, Schkopau, to Industriell & Stahl, Salzburg-Lehen.

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Comment: It should be noted that a usually reliable source has reported [redacted] that Kärntner Oesterröichische Maschinlenindustrie is having serious financial difficulties and is now selling its fireproof bricks, which cannot be replaced in Austria but must be imported for hard currency.

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Comment: The exact identity of the Lira alcohol factory cannot be determined in available reference material.

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Comment: This tracking may have been removed from the German Munitions Works at St. Georgen a/d Gusen, site of one of USIA's recent dismantling projects. [redacted]

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